SEVENTY-THREE LIVES LOST NEAR ATLANTIC CITY

An Awful Disaster On Pennsy's Electric Line.

PEOPLE DROWN IN THE CARS.

Several Pleasure-Bound Families Wiped Out.

ALL-NIGHT SEARCH FOR THE DEAD.

A Turned-in Rail on the Bridge Over the "Thoroughfare" Causes the Train to Jump the Track—Two Cars Filled With Passengers Drop Into the Water at High Tide and Are Submerged—Third Car Hangs on an Abutment Long Enough for Some of Occupants to Escape.

CAUSE OF DISASTER.

Electric train of three cars on the Pennsylvania's West Jersey and Seashore Line jumped track on trestle bridge over "Thoroughfare," near Atlantic City, and three cars dropped into 20 feet of water.

Reported to have been caused by a rail "turning in."

The rail, an outside one, was probably out of plumb the fraction of an inch. The sharp flange of the car wheels caught this and twisted it inward.

The twist threw the first car off the track and into the water, dragging the others after it.

Pennsylvania Railroad officials say the track was in good condition and the draw properly locked and until the cars are raised the cause of the accident cannot be determined.

A yacht passed through the draw a short time before the accident. Daniel B. Stewart, the bridge-tender, who is 65 years old, seems bereft of his reason since the accident.

Atlantic City, N. J. (Special)—The bridge spanning the Thoroughfare, the body of water separating Atlantic City from the mainland, was the scene of a terrible disaster Sunday afternoon. The 1 o'clock fast electric train of three cars from Philadelphia on the Pennsylvania's West Jersey and Seashore Line, due here at 2.20, jumped the track at the draw on the bridge, and three cars were plunged into the swift tideway, two sinking in 20 feet of water. The third car hung partly on an abutment of the bridge, and the rear end was suspended long enough to permit some of the passengers to escape. Men, women and children in the first two cars were drowned like rats in a trap, less than a half score escaping through broken windows.

The list of dead is expected to reach 55 to 60. It is estimated that there were about 50 to 100 people on the train. The line is operated by the third-rail system. Survivors of the tragedy are scattered throughout the city, and it is impossible to tell exactly how many were there. It is believed about 20 were taken out by rescuers or managed to smash their way through broken windows and to reach the top of the car, where most of them were picked up by boatmen, who witnessed the accident and at once put out in boats.

Divers At Work.

Divers and the crew of a wrecking train are at work raising the submerged cars. The bridge is about 15 feet above the water.

Several causes are assigned for the accident. One is that the rails spread; another that the rails were not properly locked when the open bridge was closed, after a pleasure yacht which had just passed through.

The accident, however, was probably due to a rail "turning in." It appears that the rail, which was an outside one on the right hand side coming down, must have been out of plumb about an eighth of an inch. The sharp flange of the electric train caught this and twisted it inward. Had it spread instead of twisting outward the accident never would have happened. This twist threw the first car off the track and into the water. The result was that the second and third cars were dragged with it.

The third car, however, caught on the abutment of the bridge, where it hung poised for a minute. There was a frantic rush of the passengers for the rear door. Probably a score or more got out, and as the car plunged over the bridge others leaped into the water. The last car that went over the bridge fell upon the others and slowly slid off into the water. The moment's delay, however, gave several passengers the opportunity to leap into the water before the car was finally submerged.

Bridgetender Crazed.

The man who may best be able to tell what caused the accident is Daniel B. Stewart, the bridgetender. The horror of the accident has temporarily bereft him of his reason. He is 65 years old.

He was the only person who witnessed the plunge of the train with its human freight from a close point of vantage. The scenes which followed caused him to lose his reason, and when he was found hours afterward he could not tell a rational story.

Motorman Scott stuck to his post and went down with his train. Conductor Curtis also perished. The third trainman, Brakeman Wood, proved himself a hero. When the train left the rails and was bumping over the ties, Wood ran to the rear door of the last car threw it wide open and held it for the passengers to escape. He held the door open until the car slid off the bridge and went into the water with it. He swam to the shore, but his action in holding the door open probably saved nine lives.

When the third car dropped into the water Henry Roemer was in the act of crawling from a window. Freeing himself with an effort and being a strong swimmer, Roemer was about to help others.

Along the side of the fast-sinking car he kicked out the glass and thus gave several passengers an opportunity to escape. One man was caught in a window and was drowned before he could extricate himself.

Work Of Rescue.

The work of rescue was begun a few minutes after the accident occurred. Men on shore and railroad signalmen on the draw saw the scene at the bridge flashed the news of the disaster to the city and a general alarm rushed railroad men and two companies of firemen to the scene at once. All sorts of water craft were rushed into service and fishermen with skiffs, rowboats, the roofs of the cars, white others with oyster tongs and boathooks grappled for bodies.

The excitement of the day came with the proceedings in the Court of Judge Thomas Graham, where the nineteenth and final member of the new grand jury was chosen. It was expected that the court would recognize either Langdon or Ruef as district attorney.

Worried By Beauty Sheriff.

While the jury had been completed Heney made objections to the actions of a deputy sheriff who had several times attempted to search him. Ruef said the deputy was acting under his instructions, it being Ruef's belief that Heney was armed. The court warned the deputy to cease annoying Heney.

Ruef then attempted to address the judge as an officer of the court, but Heney objected to Ruef's assuming such right. Judge Graham declined to pass on the question, saying that he would not at that time settle the dispute over recognizing Ruef as an officer of the court. He refused to hear any further argument on the subject.

Ruef obtained permission to speak as an attorney at the bar, and declared that he wished to proceed with an examination into the qualifications of would-be grand jurymen.

Heney interrupted, saying that the first thing that he intended to present to the grand jury was evidence supporting the charges of felony and misdemeanor against Ruef.

At this juncture another objection came from U. S. Webb, attorney general for the State, who declared that the court should not permit such statements to be made before the grand jury, which is present, as he might plausibly them, and he feared that there was a possibility that they had already been partially filed.

Webb then asserted that he intended to assume charge of the matters now be fore the court.

FRISCO'S LIVELY MUNICIPAL ROW

The War Between Mayor and District Attorney.

WAS SUSPENDED BUT NOT DOWNED.

An Early Morning Injunction Procured to Restrain the Removal of the Prosecutor—Official by the Executive—Assistant District Attorney Suspended.

San Francisco (Special)—After a day of excitement, District Attorney Langdon, of San Francisco, who Thursday night was suspended from office by acting Mayor Gallagher, was apparently in a victorious position, and had gained a temporary advantage over the city officers and politicians who sought his removal after Langdon had announced his intention to seek the indictment of several city officers for felonies and misdemeanors.

Almost at daybreak an attorney appeared at the residence of Superior Judge Zawell and obtained an order temporarily restraining Abraham Ruef, the political boss, whom the acting mayor appointed to succeed Langdon, from interfering with the district attorney's office.

Judge Zawell set the case for a hearing one week from Friday. The restraining order was served on Ruef and the board of supervisors at an early hour, and Langdon and his assistant, Francis J. Heney, was not disturbed in their official capacity.

Must Please Audience.

Brussels (Letter)—The director of the theater at Namur will put upon the audiences the onus of accepting or rejecting newcomers on the stage of that theater. In the future performances each actor and actress will be given a chance to appear in three different characters. Then a poll of the audience will be taken, and on this the subsequent fate of the actor and actress will depend.

Big Cotton Fire.

Eutaw, Ala. (Special)—A disastrous fire here swept away the eastern half of the Planters' and Compression Company's warehouse, destroying property estimated at from $75,000 to $100,000. The warehouse contained from 2,000 to 3,000 bales of cotton. About 250 bales stored in the western side and about 200 bales on the platform adjoining the warehouse were saved. Possibly only 500 bales are insured. The origin of the fire is unknown, but it is said to have been started by sparks from a passing locomotive.

BOTH NATIONS MAKE DEMANDS

Affair With Japan Getting Quite Serious.

MR. AOKI SEES SECRETARY ROOT.

Japanese Ambassador Formally Requests That the Subjects of the Mikado in California Be Granted Their Treaty Rights—Is Indignant.

Washington (Special)—Viscount Aoki, the Japanese ambassador, at a conference with Secretary Root at the State Department made the request, in behalf of his government, that the United States see that Japanese subjects in California were accorded their full rights under the treaty in 1894, including the right of children to freely attend the public schools of San Francisco. Secretary Root will take the matter up with the President and it is likely that representations will be made to the authorities of California.

The Ambassador said that the exclusion of Japanese children from San Francisco schools was the chief cause of the harsh criticism of the Japanese people. He was inclined to discount the other causes given for the sentiment against this country.

The Ambassador Indignant.

In a friendly way Viscount Aoki directed the attention with the Secretary, and expressed regret that Japanese children should be discriminated against.

Friendly relationship between the United States and Japan is too genuine and of too long standing to justify any boldness on the part of Japan because of wrongs her citizens may receive from the local authorities in the United States," said Viscount Aoki. "There is much misunderstanding in Japan concerning the true situation. Of course, the Japanese government fully realizes that the action against the Japanese children is local and not general in this country, but all the Japanese people do not understand conditions in this country, and a local unfriendliness to Japanese is regarded by many persons as a national action."

The action against the Japanese children is regarded as extremely serious by Viscount Aoki, and he made no attempt to discount its importance. "After all the years of friendship between the two nations it seems too bad that the poor, innocent, little Japanese school children should be subjected to such indignities," said the Ambassador. "Such action on the part of local authorities in this country is resented very bitterly by all Japanese."

Root Also Has A Grievance.

Secretary Root, on his side, requested the Japanese government to use the utmost diligence to prevent Japanese poachers who attempted to land on the seal islands in Alaska recently, and who escaped to Japan after some of their party had been killed. The State Department's basis for this request is found in the fact that the treaties within sight of the ing of the poachers as an invasion of United States territory.

Viscount Aoki said that Mr. Hanihara, the secretary to the Japanese Embassy, who has just returned from an investigation in Alaska of the killing of a number of Japanese seal fishers on the Pribiloff Islands, has not yet completed his report.

THE NEWS OF THE WEEK.

Domestic.

The coroner's jury in the inquest into the death of William S. Stewart, of Toronto, Can., who was found dead in his room in the Sarasota Hotel, Chicago, returned a verdict of suicide.

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The Jury in the Norfolk Superior Court awarded a verdict of $5,000 in favor of Miss Grace Colburn, who sued Mortimus Marble for $10,000 damages for breach of promise.

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Camille Saint-Saens, the French composer became seriously ill on the steamer La Provence while en route from France to this country.

Mrs. Mary Dower shot her husband, Thomas Dower, in Mobile, Ala., with a revolver, inflicting a wound in the head, from which he died.

Mrs. Mary Johnson, a stock-buyer, living north of Goshen, was shot and killed while in bed. A husband and twenty-seven dollars belonging to her is missing. Mrs. Fuller's body was found in the basement of her home.

Baron von Tschirschy, the German minister of foreign affairs, and Senor Tittoni, the Italian minister of foreign affairs, have agreed to renew the triple alliance.

A general court-martial has been called to try Capt. F. W. Cole, of the United States Civil Service Commission, and Mayor W. F. Henney, of Hartford.

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Pittsburg, Pa. (Special)—Running at a speed estimated at 50 miles an hour, the fast train between Cleveland and Pittsburg on the Fort Wayne Road, known as the "Cleveland Flyer," was side-swiped by a caboose of a freight train near Bellevue, Ohio. Five trainmen were injured in the wreck, all of whom will recover. A score of passengers were cut by flying glass, but none was seriously hurt. They were brought to this city on a wreck train that reached the scene 18 minutes after the accident and proceeded on their journey. Their wounds were dressed by physicians that had been sent out from this city. The collision with the caboose threw the engine down an embankment 20 feet high, and it slid into the Ohio River. The baggage car with two passenger coaches were thrown across the rails. The destruction of the former was complete, but none of the passengers car was injured beyond bruises and broken windows.

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A DAY FOR THANKSGIVING

President Roosevelt Issue: His Proclamation.

Washington (Special).—President Roosevelt Tuesday afternoon issued his annual Thanksgiving proclamation, setting Thursday, November 29, as the date.

It reads as follows:

"The time of year has come when, in accordance with the wise custom of our forefathers, it becomes my duty to set aside a special day of thanksgiving and praise to the Almighty because of the blessings we have received and of prayer that these blessings may be continued. Yet another year of widespread well-being has past. Never before in our history, or in the history of any other nation, has a people enjoyed more abounding material prosperity than is ours—a prosperity so great that it should result in no spirit of reckless pride, and least of all a spirit of needless disregard of our responsibilities, but rather a sober sense of our many blessings and a resolute purpose, under Providence, not to forfeit them by any action of our own.

Material well being, indispensable though it is, can never be anything but the foundation of true national greatness and happiness. If we build nothing upon this foundation then our material life will be as empty, useless and empty as a house where only the foundations have been laid. But supposing it's so, how are we going to prove it? The man doesn't live who can build as well as he can tear down. Anybody can destroy; it takes a mason to build.

Material well being must always be built a smartertructure of spiritual life in accordance with the laws of the Highest, and only in so far as we manifest itself will, in the long run, turn out real prosperity instead of a blessing. We should be both reverently thankful for what we have received and earnestly bear in mind that in turning it into a means of grace and not of destruction.

Accordingly, I hereby set Apart Thursday the 29th day of November next, as a day of thanksgiving and praise, to be observed by the people shall meet in their homes or their churches, devoutly acknowledge all that has been given them and to pray that they may, in addition, receive such further favor as they may need.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the city of Washington this 24th day of October in the year of our Lord one thousand nine hundred and six, and of the Independence of the United States the one hundred and thirty first. (Signed)

By the President: Theodore Roosevelt.

Elihu Root, Secretary of State.

PRESIDENT CHANGES CABINET

Straus' Appointment Comes As a Surprise.

Washington, D. C. (Special)—The President announced Tuesday evening the following changes in his Cabinet:

Postmaster General Cortelyou will succeed Mr. Shaw as secretary of the Treasury.

Secretary of the Navy Bonaparte will succeed Mr. Moody as attorney general.

Secretary of Commerce and Labor Metcalf will succeed Mr. Bonaparte as secretary of the Navy.

Postmaster General George V. L. Meyer will succeed Mr. Cortelyou as secretary of commerce.

Mr. Oscar S. Straus, of New York, will succeed Mr. Metcalf as secretary of commerce and labor.

It was said informally at the White House that Attorney General Moody would retire on January 1, 1907, and Governor Shaw on March 4, 1907. Most of the changes will take place, however, in the interim, or after the new year.

A successor to Mr. Meyer as ambassador to Russia has not as yet been announced, but it is understood that Mr. Lloyd Griscom, who was recently transferred from Japan to Italy, will go to the Russian court, and that Mr. John Barrett, now minister to Columbia, will succeed Mr. Griscom as ambassador to Brazil, unless Mr. Barrett should decide to take the place at the head of the Bureau of American Republican Republics.

Appointment of Mr. Straus.

Of the Cabinet changes only one, that of Mr. Straus to become Secretary of Commerce and Labor, is news. All the other changes have been predicted for months. Likewise, That Mr. Bonaparte would eventually become Attorney General was definitely announced in Washington months ago. He entered the department as the Navy, for it has always been Mr. Roosevelt's desire to have Mr. Bonaparte at the head of the Department of Justice. Mr. Metcalfe's transfer to the Navy Department will fulfil his hope that Mr. Metcalf, has been identified with the Republican party since he entered the Cabinet. The execution of the provisions of the Chinese exclusion law falls under the Department of Commerce and Labor and Mr. Straus' record is a Californian and represented a California district in the House of Representatives for many terms, the recent attitude of the administration on the part of the most favorable interpretation of the exclusion law will be welcome. Mr. Metcalf's position extremely embarrassing, and it is, indeed, a happy solution of the present change in the Cabinet had not involved a transfer from his present position to the Navy he would have resigned before long.

FINANCIAL WORLD.

Atchison's September earnings showed a gain of $731,677 gross and $187,340 net.

The failure was announced of a London broker who traded in American stocks.

The Paris bank says: "Reading is still too high. I think $65 a share a good price for it."

Since its organization United States Steel has taken $90,000,000 from earnings and spent it in permanent improvements.

Grahame & Co., who control the Chattanooga Railways Company, announce that September net earnings were $15,550.

Brown Bros & Co. and a trust company have purchased $1,000,000 of Chesapeake & Ohio 4 per cent. equipment bonds.

Philadelphia banks have so little currency in small bills that they are paying out gold cola. One and $2 bills are very scarce.

Wheat exports for the week exceeded 5,000,000 bushels. That helps to create exchange bills on the other side to pay for some of the old imported recently.

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PROFESSIONAL CARDS.

J. M. MOSS, Attorney-at-Law, Bonchurch, I. W.
Courts—State and Federal.

CLARENCE J. CAMPBELL, Attorney-at-Law, Bonchurch, I. W.
Practice in the Courts of the State.

BANK PATTERSON, Notary Public, Hepton, Va. PATTERSON & PATTERSON, Attorneys-at-Law, Hepton, Va.

Courts—State and Federal. All business entrusted to me will receive prompt and careful attention.

H. CLEMENT, Attorney-at-Law and Notary Public, Buckingham C. H., Va.
Practice in the Courts of Buckingham and adjoining counties. Collections a specialty.

R. COOKE, Attorney-at-Law and Counselor at Law, Scottsville, Va.
Practice in the Courts of Albemarle and adjoining counties. Special attention given to Land Cases. Courts—Appomattox, Lynchburg and Richmond. Agent for Virginia Fire and Marine Insurance Company, Richmond, Va.

A. [illegible], Attorney-at-Law, Buckingham C. H., Va.
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C. MANN, CONSTABLE "APPOMATTOX" WEST APPOMATTOX, VA.
All business entrusted to me will receive faithful attention.

W. D. DUGUID, Licensed Embalmer —AND— Funeral Director LYNCHBURG, VA. 26th Long Distance 'Phone No.

J. L. CHENAULT, ..AUCTIONEER.. OFFICE AT J. R. ATWOOD'S, WEST APPOMATTOX, VA. Appomattox and Prince Edward solicited.

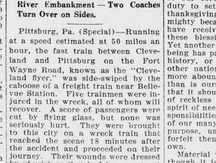
THE SIZE OF OCEAN WAVES

Their Extreme Height Seldom More Than Fifty Feet.

A well known French naval officer, M. Bertin, believes that both the length and height of waves are often overestimated. He goes on to argue that the length of waves can be computed from the time elapses between the passage of the crests of them. From a summary of the observations which Engineering prints it appears that the greatest distance which he has estimated between two crests is 2,590 feet, or about a half a mile, and the period on which this reckoning was based was not more three seconds.

Such long waves, he maintains, never very high. In deep water the height of a wave half a mile long is not, at most, be more than fifty feet, or one-fiftieth in length. The greater heights than this have been measured or estimated in small craft, but the observations are quite unreliable. The error arises mainly from the fact that the observer has failed to take into account the fact that the vessel he is in rises with its deck parallel to the surface of the wave, and not to a true horizontal plane. With the wave-period and length of wave known, the velocity of the wave can be calculated. Taking the above figures, the velocity of a wave half a mile long and fifty feet high would be about thirty-three miles an hour.

ON THE MOUNTAINS.



Detective Dorothy.

By PRISCILLA LEONARD.

One of Dave Harper's chickens had died last night, so I hear," Dina, coming in with the wood to replenish the kitchen fire, was getting pretty near home, for Dorothy looked up from the cook-stove. "Yes, I'm expecting the news," she said. "They're coming from all parts of the township, of course. My white Leghorns aren't the only ones that are dropping off. But," and she straightened her seventeen-year-old figure with a little small toss, "I've thought a plan if they do come."

Dina's face suggested Dan, Dorothy's brother, in contempt. "They cut wives of the, one at Allen's before they'd ask us. Why, we've been threshing for two things, before they'd even come to us."

"I'm not planning to keep them from taking the chickens," replied Dorothy, mysteriously. "They're bound to that. My idea is different. You needn't laugh! It is going—only I don't know whether to tell you or not, until after—"

"After they steal the chickens?" Dina broke in. "What's your good plan, Dot? Girls aren't a bit loyal."

Both of things have to be theory they're practice," returned Dot. "Wait and see."

That afternoon Dan heard a great ing and commotion among the ducks and chickens and saw them some of her notions," as her expressed it.

Dot's own complexion washes those pallets of yours next," he jokingly, looking in on her as stood beside a pail of some sticky, like substance, dipping each feather, as it came out, into a ing clucks and squawks.

"I'll be through in a minute," and express agent of Wilby ation, "and then I'll be ready to ght the prettiest girl in the town- and the grove up to the platform. thought so since they went ked together in pinafores.

Dina, Dorothy knew it, too. At ast, she came to him prepared upon his utmost assistance.

"Jim," she began, as he hitched for her, "do you ship many of poultry from here, or barred dressed poultry?"

Said the eldest of them, angered: "Lo, the stripling has been drinking."

But the youngest only curled his pleasant lips—

"He is watching on the mountains where the sun he loved is sinking.

We must follow, follow, follow where it dips."

So they sought him down the valley, arm in arm in friendship linking,

And they stumbled on the ashes in the dirt,

But they found him on the mountains where the sun he loved was sinking.

With his fingers spread to shield a new born spark.

And he laughed them out a promise, those abandoned in the hollow:

"There are other flames and other suns beside;

But to know them you must follow—you must follow, follow, follow;

So they followed, followed, followed till they died.

—Westminster Gazette.

"Yes, I ship a good many," said Evans. "Why do you ask?"

"I've just had all my white Leghorns killed and stolen, and I'm afraid one round here is losing chickens. Now those chickens have to be marketed somewhere—and I'm right around here. It's fifty miles to the city, and it isn't the safest place to market them. If I stole chickens, I'd freight them down, dressed and packed in boxes, by night, and sell them in the city. Then sudden, I'd be using the thieving—and the thieves, whoever they are, have the small pace, and seem to do know this part of the country as well as I do. I might send some interested. He had a smooth manner, Dina's brother thought.

"I've got some Brahmas with the roop," he said. "Guess I'll try a bottle of that, too. Now, you're sure more with you?"

"There's another bottle in the wagon," said Dorothy, in a professional tone. "I'll get it." She flew back to the gate, and looking down the lane, beckoned in haste to the two men who stood there, waiting impatiently. They returned with the bottle, she had just handed it over to Dina, when Frank and the constable came upon them.

It was rather an exciting scene after that, for not only did Dorothy pick out her stolen Leghorns, dead and alive, but Constable Parry found the greater part of his fine Brahmas, and he said he could swear to.

Another dressed youth tried to run. Jim showed fight for a moment, but found Frank's muscular arm too much for him, and thought better of it. In the end the two suspects were marched to the constable's wagon, and driven off to the justice's, while Dorothy followed with one of the gentlest Leghorns and Dina with as the corpus delicti.

"It's only killed ten of mine, Frank," she said. "But if you and the constable hadn't been there, the thirty would have been dead ducks before the barrel in a few minutes more."

"Don't give us any of the glory," said Frank, as he helped her into the buggy. "We don't deserve it. It's the cleverest bit of detective work I've ever known. It's all yours. Dina's chicken trade mark is a stroke of genius, Dorothy. It did the business."

And at the trial, when the whole county were on hand to have their contributors to the Lawrence chicken yards, and the clever methods of the thieves were explained, it still Dorothy's testimony, first and foremost, that convicted them.

"I take back all back about your not being practical," said Dan, "There cheers for Miss Jane Smith and the great roup mixture!"—Youth's Companion.

Giant Fish Caught.

The big fish which has caused so much excitement on the part of fishermen on Lily Lake, and which has been a prolific source of tall tales, has been caught. At least, William Peterson, of this place, believes that he has captured the monster.

While fishing in the lake Peterson secured a tremendous "strike." He was almost jerked out of his boat by the violent struggle of the big fish, but, being an expert with rod and reel, soon overcame the opposition and began to "play" his catch. The fish tried all the tricks known to the finny tribe to escape, but to no avail. It would set off at tremendous speed, leaving the reel fairly at a rate that made the water churn. Then suddenly the line would slacken and Peterson could quickly reel in his line fast enough to keep it taut as the fish came near.

After three hours of hard work, at the end of which Peterson's wrist felt as if it had been kept in a vise for that length of time, he managed to get the fish alongside and run a gaff through its gills. He then took a revolver and shot it. It proved to be a one-hundred-pound muskallonge, and although it was not, even then, very long, as many who had seen the fish claimed it was, Peterson is satisfied that there are few fish in Ely Lake its equal.—Sparta correspondence. St. Paul Pioneer Press.

Free For a Time.

The Northby Clarion never failed to notice the presence of a visitor in the small town, and it he was a person known to fame the Clarion made suitable comments. Occasionally these comments were so worded as to be extremely tartly keen.

The Rev. Mr. Besom was a man known in the pulpit as a fearless setter forth of rights and wrongs, but in the domestic circle he displayed, for prudential reasons, considerable reserve of speech and action.

"Dr. Besom is once more among us for a brief season," wrote the chronicler of Northby's social and religious life. "He says and does exactly as he thinks right, without regard to the opinions or belief of others.

"His wife is not with him."—Youth's Companion.

A YEAR'S FIRE LOSSES.

World's Gold Output This Year Would Not Pay Our Losses by Flames.

We have in the United States 71,500,000 buildings, valued at $14,500,000,000, or more than all the railroads in the country put together, and of all these just one is absolutely fireproof. That one was built in Chicago by the great insurance companies for a testing laboratory. There are 4000 nominally fireproof buildings.

Yet the one actually fireproof building, according to Collier's, cost only twelve per cent. more than a building that would shrivel up at the first breath of an advancing fire.

In 1905, which was a normal year, we spent $500,000,000 for new buildings and burned old ones to the value of $200,000,000. We paid $300,000,000 for fire fighting and $195,000,000 in fire insurance premiums, of which we got back $95,000,000 from the companies in payment for losses. Hence it would cost us more to burn part of our old buildings and protect the rest from burning than it did to put up all our new ones. And that was a normal year.

This year is not normal. This year San Francisco has raised the fire losses of the United States to $500,000,000, even if we do not let another city burn down between now and next January.

If we should burn up the whole of our bonanza wheat crop we should think the country had suffered a calamity, yet it is doubtful whether the whole crop would pay for all the property we actually have burned and are burning this year. Our entire year's gold supply would not pay for a sixth of it. The entire gold production of the world would not come anywhere near it.

The $500,000,000 worth of buildings which we put up in a year to burn down would cost about $550,000,000 if they were built not to burn down. For the extra $50,000,000 we could save more than $500,000,000 that we pay in normal years for fires and fire protection. In other words, we should have the equivalent of another whole cotton crop added every year to the national wealth.

How Much to Eat.

How are you to determine how much food to eat? Let your sensations decide. It must be kept in mind that the entire function of digestion and assimilation is carried without conscious sup